491 *Shibam*—Ghanima—Huweila—Al Atfa—Juwada—Qubhudh ... ...

489 *Shibam*—Bequl—Al Hauta—Gheil—Al Ghurfa—Taris—Seiyun—Mariama—Tarba—Tarim 36

Shibam—Bekheira—Maur ar Reiga—Wadi Ser—Seiyun 13

Tarim—Dammūn and neighbouring suburbs ...

Tarim—Al Fijr—Maseilat as Silma—Jeheil—Qahir—'Einat—Qasm 20

Cars are said to have reached Qabr Hud and there would be no difficulty in their going beyond this point. They are also said to have reached Husn al 'Abr from Shibam, but it is not yet known whether they can get to Nejran. There must be very considerable difficulties with sand over these routes.

A road has been started from Shihr to Tarim. It offers no particular constructional difficulties and it is to be hoped that it will soon be completed.

493 The number of cars in the Hadhramaut is as follows:—

Mukalla and Shihr.—7 or 8 in working order (3 belong to His Highness).

Six lorries (3 belong to His Highness).

Tarim.—60 cars and 1 motor-cycle.

Seiyun.—13 cars.

Shibam.—3 cars.

Henin.—1 car.

[489] There are a few others which I heard of in various villages. Cars destined for the interior are dismantled and carried at the rate of 12 camels to one car over the mountains.

494 Other forms of road transport are rare. There are 10 bicycles in Mukalla, one bullock cart (belonging to His Highness), one horse-carriage, one mule and one horse (the latter two belonging to His Highness). Human porterage is not used for heavy transport over long distances in the Hadhramaut, though *ma'ras* can be hired for the transport of light articles.

Aerodromes.

● 508 The Royal Air Force maintains landing grounds at Fuwa, Shibam, Reidat al Qu'aiti, Qā' Bā Nūa, Al Qatn, Reidat as Shijar and Shihr. The last-named, owing to the large amount of drift sand, is not in serviceable condition. Mukalla is an R.A.F. refuelling depot. The Seiyids of Tarim are anxious to start a commercial aeroplane service.

Posts and Telegraphs.

205 There is no postal service. The Sultan of Mukalla has recently [204] introduced wireless and the Mukalla station is now open to traffic. Inward mails are sorted by the "postmaster" and distributed. The inhabitants of the interior towns have agents in Mukalla or

1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

The whole of the Kathīri part of the wadi is accessible by motor cars and actually there are more cars in Kathīri territory than the rest of the Hadhramaut put together.

Shihr is the principal port for the Kathīri country and Tarim is almost exclusively supplied from it. Seiyun is reached indifferently from Shihr-Tarim or Mukalla-Shibam. Shibam is an important market for the Kathīris who depend on it for their daily requirements of grain, coffee, timber, salt, cotton, almonds, raisins, and ghee.

There is no landing ground in Kathīri territory.

CHAPTER XXII.

THE SHENAFIR CONFEDERATION.

The strength of the Shenafir Confederation has been variously estimated at 4,470 armed men, at 7,650 armed men and at 20,000 souls. The total number of the Shenafir and their followers, excluding Nahd and Sel'ar, is said to be 8,720 armed men. The following is a description of the tribes of the Confederation.

Al Kathīr.

Clan.	Section.	Sub-Section.	Places.	Nos.	'Aqil.
Al 'Umar	—	—	As Sahil Haju, Wadi Bin 'Ali, Wadi Ghanima, Wadi Ser, Wadi Farā and Dhoilam	—	—
	Al Tālib				Sālim bin Ja'fer and Bedr bin 'Aidha.
		Al Mar'i bin Tālib.	Jifil	220	
		Al Ja'fer bin Tālib.	Ash Sh'ib, (Qarīā).	120	
		Al 'Umar bin Tālib.	Bā Raf'a	35	
		Al 'Umar bin Sa'id.	Al Wajīr	40	
		Al Bin 'Aun	Near Al Ghurfa	20	
		Al Bin Mahraq	Near Al Hauta	10	
	Al Falhān				'Amr bin Ja'fer Balfaa.
		Al al Fās	Yarqaq near Al Ghurfa.	80	
		Al al 'As	Yarqaq	15	
		Al Fabeitha	Al Hāwī	25	
		Al Barqī	Al Hōl	20	
		Bin Kahil	do.	10	
		Bin Tanfira	Near Al Hauta	6	
		Bin as Samīl	An Neid	15	
		Al Wi'l	Al Hauta	17	
	Al 'Umar bin Bedr.	Bin 'Umar bin Bedr.	Al Ghiyel	25	
		Bin Mahrī	Yarqaq	40	
		Bin Bedr bin 'Abdulla	An Neid	15	
		Bin ash Shein	do.	80	

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

1933. In these last eighteen months however, and particularly during the last winter, the number of visitors, official and otherwise, runs into over one hundred, in fact, into several hundreds if naval visitors and tourists on the coast are included, for Mukalla has recently had the fresh experience of seeing bus loads of tourists from steamers driving through its street.

The more frequent and more intensive incursion of European visitors is of course in itself a great contrast with the recent past, but I think that the contrast which most strikes visitors who have returned to the country in the past year is the comparatively peaceful conditions which now prevail. Little more than a year ago every Badawin and tribesman in the country carried his rifle with him, even to walk across the street. Blood feuds were widespread, and even harmless travellers of the unarmed classes were at times likely to lose not only their property but their lives. Travellers by motor car had to take with them an escort when passing from village to village. In places there were extensive systems of trenches to pass from the villages to the fields, and I know of people who have spent as much as twenty years without getting beyond their own doors.

Now however all this has passed and it is comparatively rarely that you see a tribesman carrying a rifle, indeed many of them do not even carry the *jambiyas* or curved daggers which are almost as much a part of their dress as a walking-stick was of ours. How all this has come to pass is more a matter of the history of the Hadhramaut than its geography, but I should simply like to say that it was largely through the will of the people who have a genuine desire for peace and for the following of peaceful pursuits.

This new peace has resulted in a much greater contact between tribes and between different parts of the country and has made possible a great extension in communications. Eighteen months ago there were about half a dozen motors on the coast and about sixty in the interior, carried up by camels. By the completion of the Al Kaf road Tarim has been linked with Shihr and passenger-carrying lorries ply almost daily between the coast and the interior. When I left the country a couple of months ago there were at least two hundred motor vehicles in it and every ship was bringing one or two. Many more car tracks have been made and cars now go to almost all parts of the Hadhramaut, westwards to Al 'Abr and eastwards to As Som as well as up or down branch wadis. The Mukalla Government is also constructing another remarkably good motor road to the Hadhramaut which is being built northwards from Mukalla and southwards from Du'an. Something over 20 miles of the former and 10 of the latter had been completed when I left; about 60 miles remains to be done, of which the greater part is over the flat *jols* and offers no particular difficulties of construction. Starting from Mukalla you can now motor at least 300 miles in the Hadhramaut without recrossing your tracks, and there are over 500 miles of tracks altogether.

The possibilities of air transport have also been greatly improved. There were, eighteen months ago, eight landing-grounds in the five Sultanates in the eastern part of the Protectorate of which only three, Mukalla, Shibam, and Qishn, were used at all frequently. New landing-grounds have been constructed at Tarim, Seiyun, Hureidha, Al 'Abr, 'Azzan, Balhaf, Risib,

18:Ingrams G-3 (1934–36)1938 MM2 Hadhramaut MM2

Haswein, and Heila, entirely by the people themselves, and most of the seventeen landing-grounds in the country are now in frequent use by the Royal Air Force. It is interesting to note that many of these landing-grounds were built on the initiative of the local people, and all the new ones were voluntarily constructed by them at no expense to Government. The Sei'ar, the Badawin 'Awamir in the north and one or two others have asked for landing-grounds to be made so that they may be visited.

Hitherto communication with the Hadhramaut has been by irregular calls of ships at Mukalla and Shihr, but now there is a weekly commercial air service maintained by Arabian Airways from Aden to Mukalla and Seiyun. There was previously no postal service but now there is a post office at Mukalla and five postal agencies at the principal centres of Shihr, Tarim, Seiyun, Shibam and Du'an. There was no wireless communication, but now there is a commercial service with Mukalla and Government stations at Seiyun and Al 'Abr, and another in contemplation.

Remarkable as these improvements in communication are they do not yet fulfil all the needs of the country, for it is over 60,000 square miles in extent with a population of only about 300,000, of whom perhaps 50,000 dwell on the coastal area and 100,000 in the comparatively fertile wadi lands of the interior, while the rest are Badawin or scattered in more remote settlements where the soil allows the production of a modest living. This wide area, rather larger than England and Wales, has now been all seen, at any rate from the air, though of course not all has been visited on the ground and there are still wide and very desolate areas which have yet to be trodden.

The areas that offer most scope for development and on the development of which the prosperity of the whole country must depend are, of course, the coast and the Wadi Hadhramaut system itself. As in all tropical countries agriculture must be the basis of the modest natural wealth of the country, and the area that offers most scope is the Wadi Hadhramaut and its dependent wadis, principally that part of the wadi between Henin and Qa'udha on the west and As Som on the east, with the Wadis Du'an and Leisar, 'Amd, Bin 'Ali, Al 'Ain, Tarba, and 'Adim, running into it from the south. Generally speaking little cultivation is attempted in the wadis from the north.

The outlook of the coast, dominated by Mukalla and Shihr, is chiefly commercial and maritime. Those who do not depend on trade go down to the sea either in the dhows or as fishermen, though there is a certain amount of agriculture and the most important areas are Meifa and Ghail Ba Wazir. From the development point of view the Hadhramaut is fortunate in possessing a balanced population and one that has shown itself enterprising in the making of money abroad. It is the general belief of responsible local opinion that many of the 100,000 Hadhramis who live abroad will return, now that there is security and the prospect of finding a living in a country which, more than many peoples with the emigrating habit, they always regard as home. In a balanced population there are classes which fit into every phase of the cultural and economic structure of society, and the obvious basis of development will do nothing to upset the existing structure but simply give it extended scope. In areas inhabited only by tribesmen development must be difficult and slow, for there are many occupations

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

and here we stopped on our first journey up, dispossessing a large band of monkeys. This was the first time I had seen them so far east, though we have often seen them north of Aden. As a matter of fact, one rarely meets mammals apart from gazelles and foxes in the Hadhramaut, though lately I was offered a hyena pup in Tarim, and there are wolves, ibex, and oryx. Others prefer for lunch at Reida a house not far away, where if you give an order in advance you can obtain quite well-boiled rice and boiled meat. Our superior friends in the Hadhramaut have named the place Shepheards, principally I think because you are always overcharged there. The first time we passed through the village somebody asked my wife for medicine and was given Epsom Salts. Crowds then came out and stretched forth supplicating hands which were all filled and in this way a pound or two was distributed, but there has never been any ill-feeling about it and relations with the tribe have been uniformly friendly. They have a large tree which is known as the Sanctuary, and under it all the important tribal conferences are held. Here I sat with the elders on a subsequent visit and they signed the general Hadhramaut three-years' truce.

A little beyond Reida you pass into Kathiri territory belonging to the Al Jabir, and the road passes near Risib, where there is a landing-ground. The people of Risib have had a very bad reputation for caravan looting and holding up cars; indeed they fired on cars before ever we came into the country. They were punished for an offence of this nature and are now genuinely among our best friends. My wife and I have stayed with them at their invitation and they entertained us lavishly in their simple way. They told me that they had always believed themselves to be under the protection of the Sultan of Turkey; now their only request is to be helped to find water, and I very much hope that before long it will be possible to help them, as they depend entirely on rain-water and when their pools dry up they have to leave their homes and wander away with their stock elsewhere.

The last sign of permanent life on this road is a little beyond Risib at Heru, where there are a few Sheikhs who have some popular water-holes which last longer than most others on the road and are generally much surrounded with stock. It was a wonderful sight near Heru last year after the heavy rains to see the shallow wadi green from side to side, winding away in each direction apparently fully cultivated. The people never cease to talk of the blessing of peace through which they are able to cultivate far more than they were before, and those heavy rains are universally attributed to the mercy of God manifested as a reward for the peace.

From Heru to Tarim takes four hours and the road is absolutely desolate. Caravans follow a wadi route into the Wadi 'Adim where there is water, for there is not a drop to be had on the route that the cars have to follow, and of course it is usually on this part of the road that one has breakdowns.

I arrived at Tarim at 8.15 in the morning. The *'aqaba* leading down to Tarim is one of the most remarkable engineering constructions in the world. People who know say that no European engineer would attempt it. It consists principally of hairpin bends which you have to reverse to get round, and parts of it have gradients of about 1 in 3 or 4. If you fire a rifle at the top of the *'aqaba* it lets Tarim know you are coming and the whole place troops OUT TO MEET YOU.

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

them from retaliation on the Sei'ar, the traditional enemies of most of the Hadhramaut.

The men of the Manahil, Mahra, and those distant sections of the Kathiri who live up amongst the Mahra on the confines of the desert, take their mothers' names and not their fathers. Ordinarily of course Arabs call themselves Hassan bin Muhammad for example, but these people say Hassan bin Maryam. The Manahil and the Hamumi and some of the other tribes are almost exclusively monogamous and the women, who in some parts are not veiled, are extraordinarily free. A man proposes marriage to the woman direct, and her father will say it is not his concern. Bride price is very high, but the bride brings a lot of stock with her.

I have not journeyed far down the Wadi Maseila on the ground during the last tour, though I had been invited to attend the pilgrimage to the tomb of the Prophet Hud. However as I had not the time to go Seiyid Bubekr took me on the first aerial pilgrimage, as he called it, and the beautiful tomb in its picturesque surroundings crowded with a record pilgrimage presented a great contrast to the last time my wife and I had seen it, out of season when we were travelling down the wadi to Seihut. I noticed on this occasion the ruins of an ancient town on the very edge of the *jol* above 'Einat, and I think these are about the only ruins there are in such a situation in the Hadhramaut.

There is perhaps no need to say more of the big towns of the wadi, Tarim, Seiyun, and Shibam, or of the fertile lands between them now happily all at peace. The famous trench system of Al Ghurfa is now disused and the town is open to traffic, so that cars no longer have to skirt perilously round its walls. The whole place has been green with crops, a record millet crop last year and a record barley crop which was being harvested when I left in April.

Seiyun has changed in some ways, for like Tarim it has a new landing-ground used not only by the Royal Air Force but by civil machines, and in the town itself I have an office—for I am also Resident Adviser to the Kathiri Sultan—and there is a newly uniformed body called the Kathiri Armed Constabulary recruited mainly from the Sultan's slaves. I think it is generally known now that these so-called slaves are in fact much more independent than many free men, but it may not be so well known that with the full agreement and co-operation of the Sultans steps have been taken to grant freedom to any slave who desires it. The camel park has been moved from beneath the palace and there preparations are being made to lay out a small garden surrounded by the arcade in which are the police station, the post office, and a small dispensary.

Seiyid Bubekr's house which was being built when we first visited Seiyun three years ago is now finished. Its architecture is, I think I may say, not approved of by Miss Stark, as she no doubt will tell you, but it is a remarkably comfortable house, and when the family is living there a very happy house to stay in; but for some months Seiyid Bubekr's family has preferred to live in another big house of the old-fashioned kind in the town. Living in the empty Dar es Salaam, as it is called, gave me so much the feeling that my wife and I once had when we spent a day or two as the only guests in an enormous hotel in Belgium out of season that I prefer to live in the other house with Seiyid Bubekr. Many are the people who have enjoyed his kindly

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

green. The eyebrows are shaven off and a finer line is painted in. The hair is shaven off all round the edge and greased stiff and pasted against the skull. All sorts of variations in the use of the above-mentioned aids to beauty are possible. To our taste the result is often more than ugly, not to say terrifying.

Never again were we received with so much friendliness and with so little prejudice by Bedouin women. On later occasions they generally ran away screaming at our approach or hurled furious invectives at us. The people of this Ḥaiqī tribe seemed to know so little about their own religion that they were not yet infected with prejudice against *Naṣrānīs*.

Close to this camp the R.A.F. from Aden have made a landing ground for forced landings. The corners and the centre are marked out by broad lines of chalk. The big aerodrome is on the coast near Fūwa, about three hours South-west of Makalla, and somewhere in the neighbourhood there is said to be a third one.

On the coral terraces grow jathropha and in the depressions aerva, a little bohar, and also incense bushes. There were swarms of young yellow grasshoppers all over the bare rocky ground. The path runs downwards towards a wādī, where fresh water from the Ghēl Bā Wazīr and salt water from the sea meet and mingle.

The village of Sheḥēr lies on the further shore and is said to have 1500 inhabitants, who live in mud huts. In a prominent position above it stands the chieftain's house, which is, at the same time, the villagers' fortress for defence against attack. A couple of rusted cannon lie on the terrace in front of the house. There are loop-holes on every floor in the thick mud walls and the window openings are small. Shēkh Elmās is to be our host: he receives us in a friendly way in his *madjlis*[1], and, at our request, is at once ready to have quarters prepared for us on the roof, but we have to wait till the women

[1] *Madjlis* (مجلس), lit.: "the place where one sits", and has come to mean: the reception-room, meeting, or company.

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

000 The heat of the sun drives us away, however, from our bare hillock, but the Sultan promises to give us the pleasure of another similar excursion in the evening. We shall meet again at lunch in the palace of the Sultan of Terim, who is to entertain us to-day.

353 342 It is exceedingly hot when, some hours later, we leave the garden city and proceed to the palace. We are received in a broad corridor, the only place where there is some breeze and, thus, some degree of coolness. The corridor is spread with beautiful carpets; at one end is a table with chairs placed round it, at the other end cushions lie on the carpets. The reception begins on chairs, but that does not last long. We are soon all seated on the floor, leaning against the cushions as is the custom here. The meal is served in a hall where there are two rows of pillars. Long and strong supporting beams cannot be obtained here, where wood is scarce and short; thus all large rooms have pillars to support the roof construction. A long table-cloth is laid over the carpets in the middle of the room. Seated around it with their legs crossed under them the great company, with few words and in a rapid tempo, feasts upon the excellently prepared Javanese "rice meal" (*rijsttafel*) laid before them.

[177] [264]

353 The mural decorations of the otherwise empty room consist of mirrors, old English prints, photographs of Java and Singapore and two large hanging clocks with musical chimes.

Tea is served in a small drawing-room with modern furniture. In Ḥaḍramaut, the new is less practical and less beautiful than the old and indigenous. It is so hot in here, with its coloured glass windows, that all are thankful when the meeting is adjourned.

508 489 In the afternoon the Sultan takes us by car to a broad plain where the mountain-wall recedes. He would like to make an aerodrome here and wants therefore to have our opinion. The aeroplane would be an ideal means of transport for the whole of Arabia, and especially for Ḥaḍramaut. Not only are distances great, the communications difficult and whole stretches

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

often very poor in water, but, over and above this, countless internal wars make traffic dangerous and force travellers to go by very circuitous routes. This is why the Ḥaḍramī seldom knows his own country well. A learned Ḥaḍramī whom I knew formerly said to me quite truly: "I know all the volcanoes of Java and all the stations on its main railway lines, but I cannot give you any information about the wādīs and mountains a few hours distant from my home." The Sultan of Sēwūn is a relatively favourable exception to this rule in that he has seen Aden; he went there to attend a conference convened by the British authorities, where an attempt was made to arrive at a peaceful settlement of the differences between the Qeᶜēṭī and Kathīrī rulers. He desires to see more of the world, including Java, the land in which three quarters of his subjects have interests. The great difficulty, however, is to get over the Qeᶜēṭī barrier, and for that an aeroplane is necessary. The site for the future aerodrome which was shown to us seemed quite suitable.

In the evening there is again a gathering on the roof-terrace at ᶜIzz ed-Dīn. The subject brought forward for discussion is the poverty of Ḥaḍramaut and how relief from it may be obtained. In and around Sēwūn the water-level is not deep, which fact accounts for the prosperous palm-groves and fields of *dhura*. But the water-supply would have to be enlarged if it is to help the people really forward. This cannot be done by motor pumps, because they are too expensive in practice. The pump at Hēnin has to work eight hours a day to keep in existence a few acres of *dhura* and 200 small palm-trees, and that costs more in kerosene and lubricating oil than can ever be made from the produce of the irrigated land. The soil in Sēwūn is better and water nearer to the surface, and yet experience has taught that here also the motor pump does not pay. Can matters not be improved by means of artesian wells? The Sultan asks us to help by sending an expert with the necessary instruments. He says that at one time, in the days of the Ḥimyaritic kingdom, Ḥaḍramaut must have been

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

000 721 195 509

finished a stretch of three days by camel. Sayyid Abū Bakr foresees, nevertheless, much bickering with the Bedouins in the future and therefore is meditating upon the possibility of inaugurating an air service between Terīm and esh-Shiḥr. Since he saw British military aeroplanes manoeuvring above Terīm and heard what a deep impression those unknown, gigantic birds made on the Bedouins, the conviction has grown within him that the aeroplane would be the conclusive way of bringing the Bedouins under discipline and keeping them there. An aeroplane cannot be opposed with dagger and gun, the wādīs are no hindrance to it, and there is no spot on the barren *djōls* where one can escape the searching eye of the airman. Sayyid Abū Bakr considers that a single demonstration, to show the terrible effects wrought by a bomb dropped from one such aeroplane, would suffice to make an end to the Bedouin warfare, which has been going on for centuries, and that this would be the first step on the way towards the real advancement of the country. We advise them — although they know the Dutch Fokker aeroplanes in Java and the kindred type, the Junkers, in the Yemen, — to consult the British authorities at Aden and to procure the same type of aeroplane as is used by them.

508

On the afternoons of the ensuing days motor drives were made in the neighbourhood of Terīm, to show us the ground considered suitable for an aerodrome. My expert companion chooses the site indicated on the ground-plan of Terīm, eastward of el-Ḥāwī, of which only a small part would need levelling; it is close to and connected with the town, and is not so near to the precipitous mountain-wall as the other terrains under review. At the request of Sayyid Abū Bakr, Von Wissmann draws a sketch map of the proposed landing ground with its surroundings, to show to the Governor of Aden when consulting him as to whether the R. A. F. would allow their machines to land on such a ground. Our energetic friend, Sayyid Ḥasan el-ʿAṭṭās of Ḥurēḍa, has worked with the Junkers commission in the Yemen and will, eventually, be

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

entrusted by his uncle Sayyid Abū Bakr with the carrying out of these aviation plans.

On the morning after our arrival we were, first of all, shown the so-called "wild cow" [1], a present to Sayyid Abū Bakr from some Bedouins who had caught it young on the border of the Rub' el-Khālī (the "Empty Quarter"). The wild cow appears to be a white antelope with black marks and two very long, straight horns. The beautiful, big creature has already lived in captivity for twelve years and looks well on it, except that its hoofs, owing to lack of abrasion, have grown too long.

On the ground floor of Sayyid Abū Bakr's house, where he has his stables, we found some stones with inscriptions on them, brought by Bedouins from the ruins of Sūne. This drew our attention towards that district of ruins, and our host promised that he would organize an excursion for us there.

3. THE PALACES OF TERĪM.

Later we pay a visit to Sayyid 'Umar bin Shēkh el-Kāf, the younger brother of our host, already mentioned, whose house, just restored, is said to be the most beautiful in all Terīm, and that is saying a great deal in this city of palaces. His house is chiefly conspicuous for its dimensions and colour. The outside is painted deep blue, and the stately rows of tall windows are bordered with a design in yellow. There is, also, no sparing use of pink and green. The style is more Indian than Ḥaḍramī.

All the great houses of Terīm have a character quite of their own that one does not see in the other towns of Ḥaḍramaut. They are massive, square buildings, with regular rows of tall windows, with few extensions on the roofs and few decorative designs on the top of the walls or on the parapets. The lower floor, which is very lofty, has generally two wide, high entrances, closed by doors of teak, and with broad

[1] *Baqarat el-waḥsh* (بقرة الوحش).